

City of San Bernardino
Transit Oriented Development (TOD) Overlay District

San Bernardino Development Code
Section 19.02.060 Establishment of Land Use Zoning Districts
Section 19.19A.010 Transit Overlay District (TD)

Adopted: _____, 2012

San Bernardino Development Code

January 9, 2012 **DRAFT**

Article 1- General Provisions

19.02.060 ESTABLISHMENT OF LAND USE ZONING DISTRICTS

Transit Overlay District (TD)

Article 2- Land Use Zoning Districts

19.19A – Transit Overlay District (TD)

Sections

19.19A.010	Purpose
19.19A.020	Applicability
19.19A.030	Transit Station Area Types
19.19A.040	General Provisions
19.19A.050	Building Form and Placement Standards
19.19A.060	Permitted and Conditionally Permitted Uses
19.19A.070	Residential Transition Standards
19.19A.080	Parking
19.19A.090	Subdivision Standards
19.19A.100	Design Guidelines
19.19A.110	District Image
19.19A.120	Transit Oriented Design
19.19A.130	Site Planning and Architectural Design
19.19A.140	Parking Design
19.19A.150	Landscape Design

19.19A.010 Purpose

The Transit Overlay District (TD) and its regulations are established in order to implement the City's General Plan policies promoting transit-oriented development within San Bernardino. The intent of the TD is to allow and encourage an appropriate mix and intensity of land uses in a compact pattern around transit stations that will foster transit usage, create new opportunities for economic growth, encourage infill and redevelopment, reduce dependency on the automobile, improve air quality, and promote high quality, interactive neighborhoods. The regulations and guidelines of this chapter are based upon the following transit-oriented development area principles, consistent with the California Transit Village Development Planning Act of 1994:

1. An attractive transit station with surrounding pedestrian amenities as the focus of the transit-oriented development area.
2. An appropriate mix and intensity of uses such as office, retail, entertainment, residential, and recreational facilities that support transit use and are designed for convenient access by transit riders, pedestrians, and bicyclists.
3. Inviting and pedestrian-focused open spaces on both public and private properties, such as smaller public pocket parks, civic plazas, outdoor dining areas, common greens, and other types of urban spaces.
4. A walkable and bikeable area with pleasant connections linking transit stations with businesses and neighborhoods.
5. An interconnected street and non-vehicular network where walkways, bikeways, landscaping, and other streetscape amenities receive priority.

19.19A.020 Applicability

The Transit Overlay District (TD) applies to transit station areas within San Bernardino. The TD establishes standards and regulations beyond those required by the underlying base zones. Whenever the requirement of the TD conflicts with the underlying base zone, the requirement of the TD shall govern.

As transit service is expanded within San Bernardino, additional areas may be designated as TD within the city. TD boundaries may also be expanded over time as development becomes more transit oriented. Boundary adjustments within a half mile of a transit station may be proposed by an applicant and approved at the discretion of the Community Development Director. The boundaries for each station area are established below, as shown in Figures 1 to 13.

The TD standards apply to the establishment of all new structures and uses within the boundaries of the TD. Existing structures and uses those are inconsistent with the

TD standards may be maintained, repaired, altered, and expanded only as allowed by Chapter 19.62 (Nonconforming Structures and Uses).

Figure 1. Kendall Drive and Palm Avenue Transit Station Area



Figure 2. Kendall Drive and Little Mountain Drive Transit Station Area

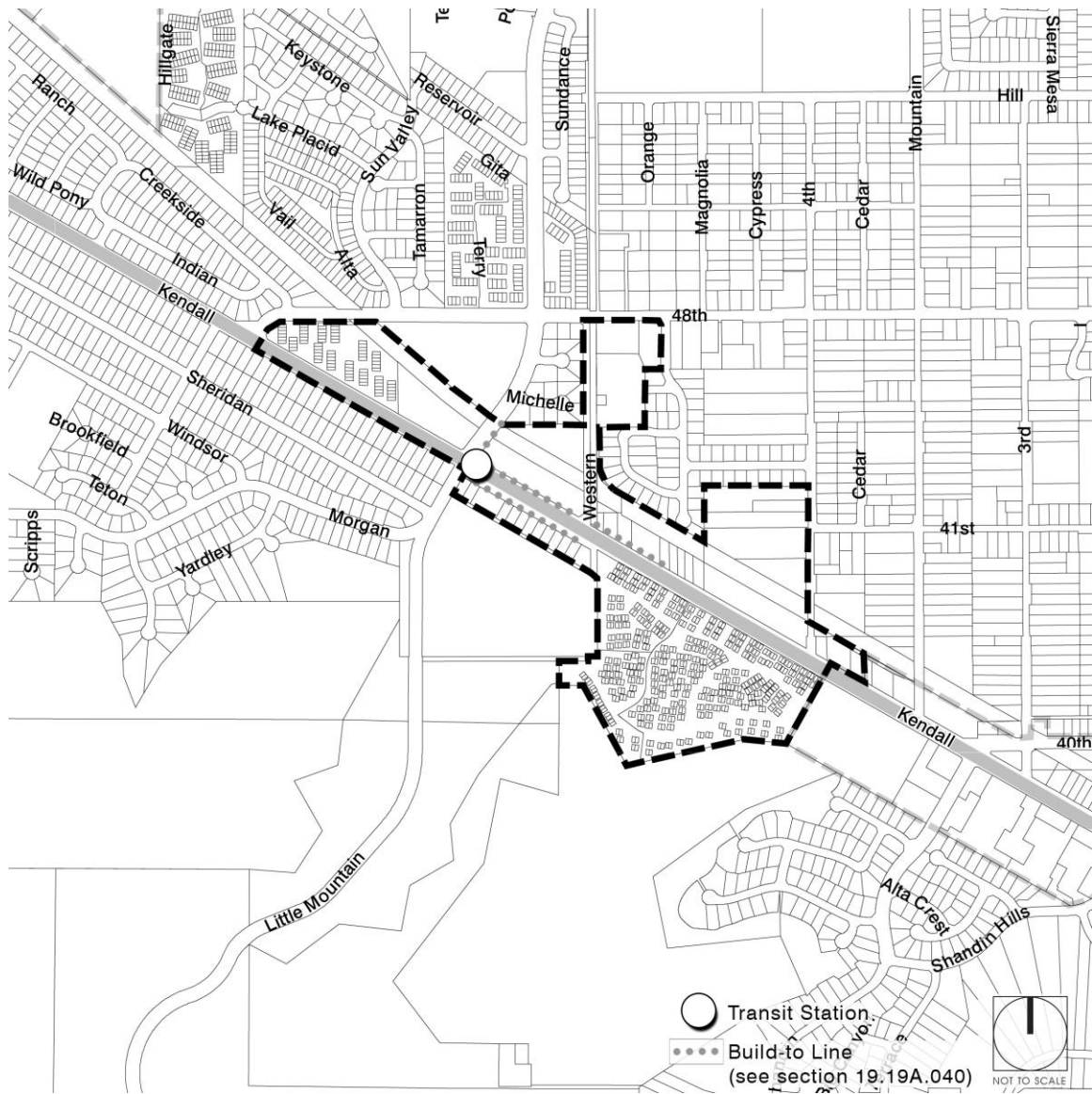


Figure 3. Kendall Drive and Shandin Hills Drive Transit Station Area

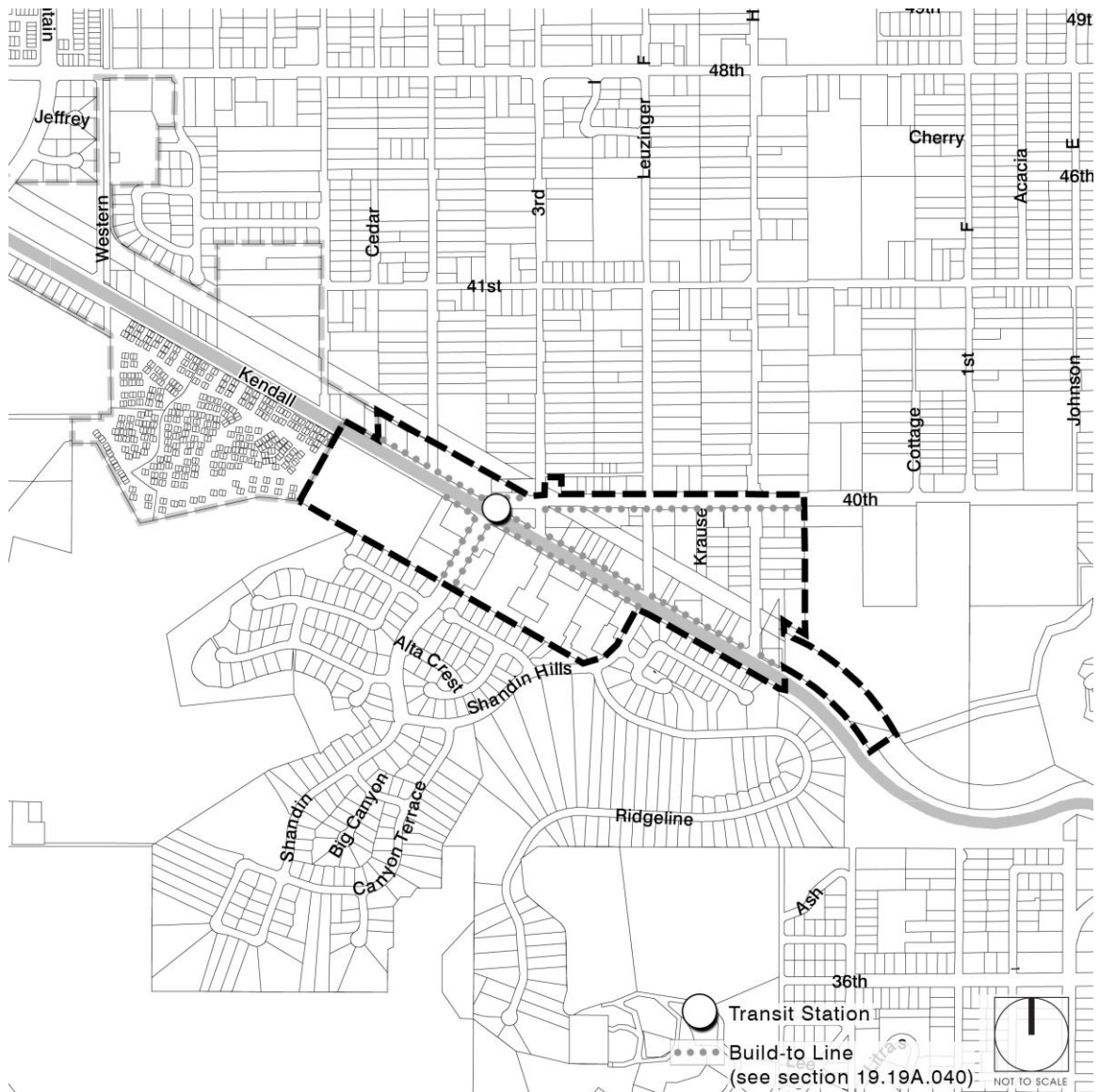


Figure 4. E Street and Marshall Boulevard Transit Station Area



Figure 5. E Street and Highland Avenue Transit Station Area

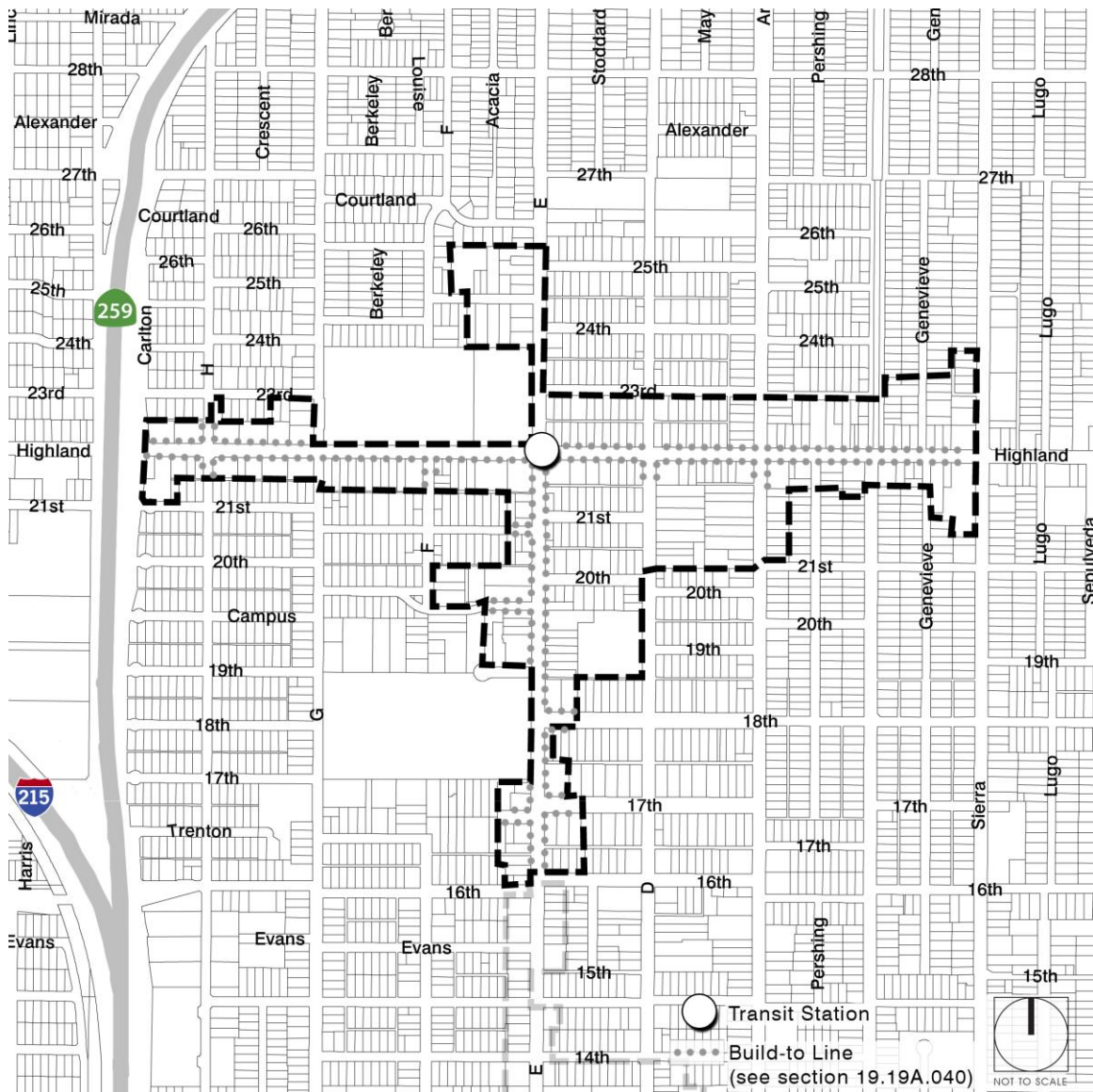


Figure 6. E Street and Baseline Avenue Transit Station Area

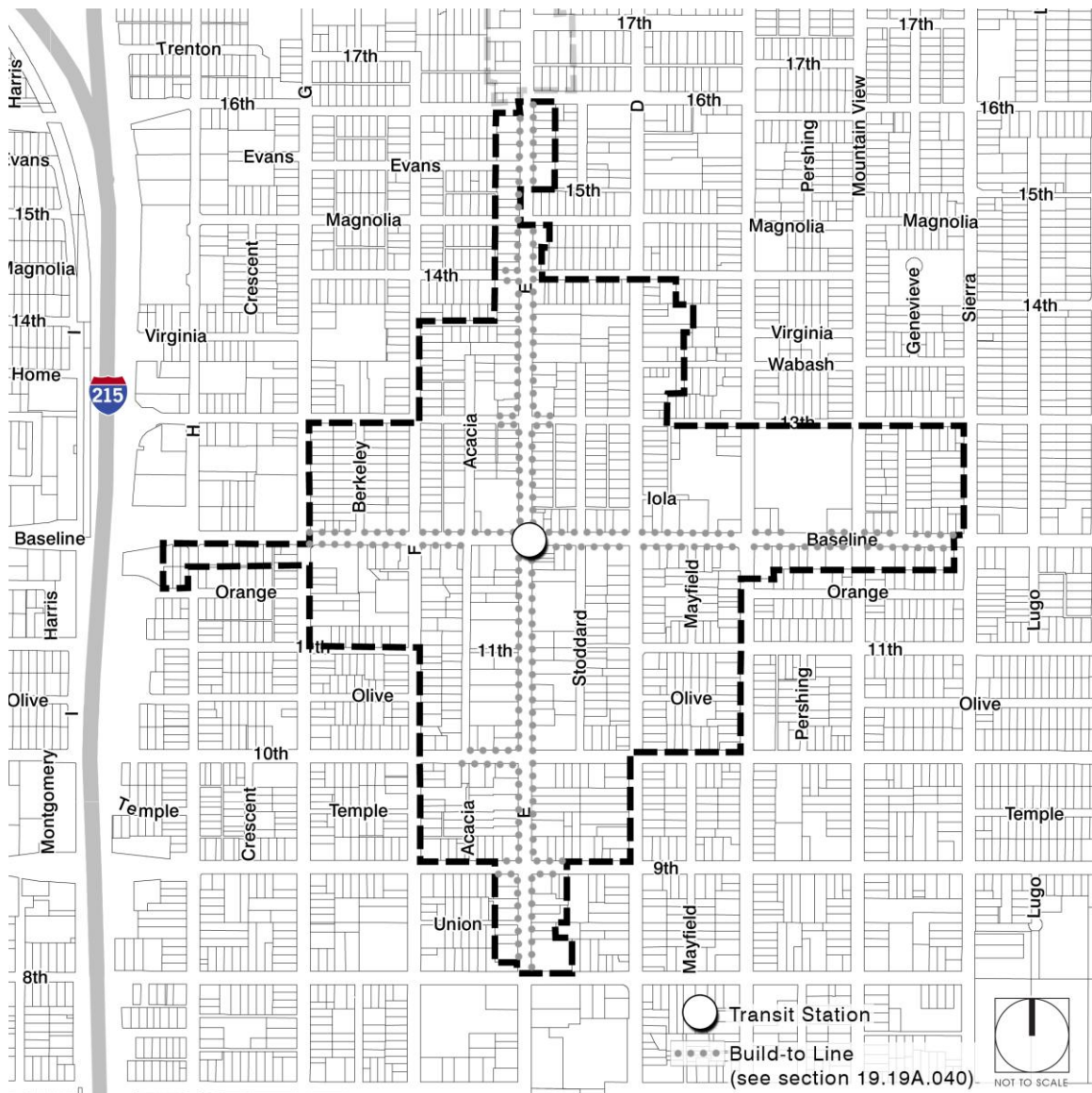


Figure 7. University Avenue and North Parkway Transit Station Area

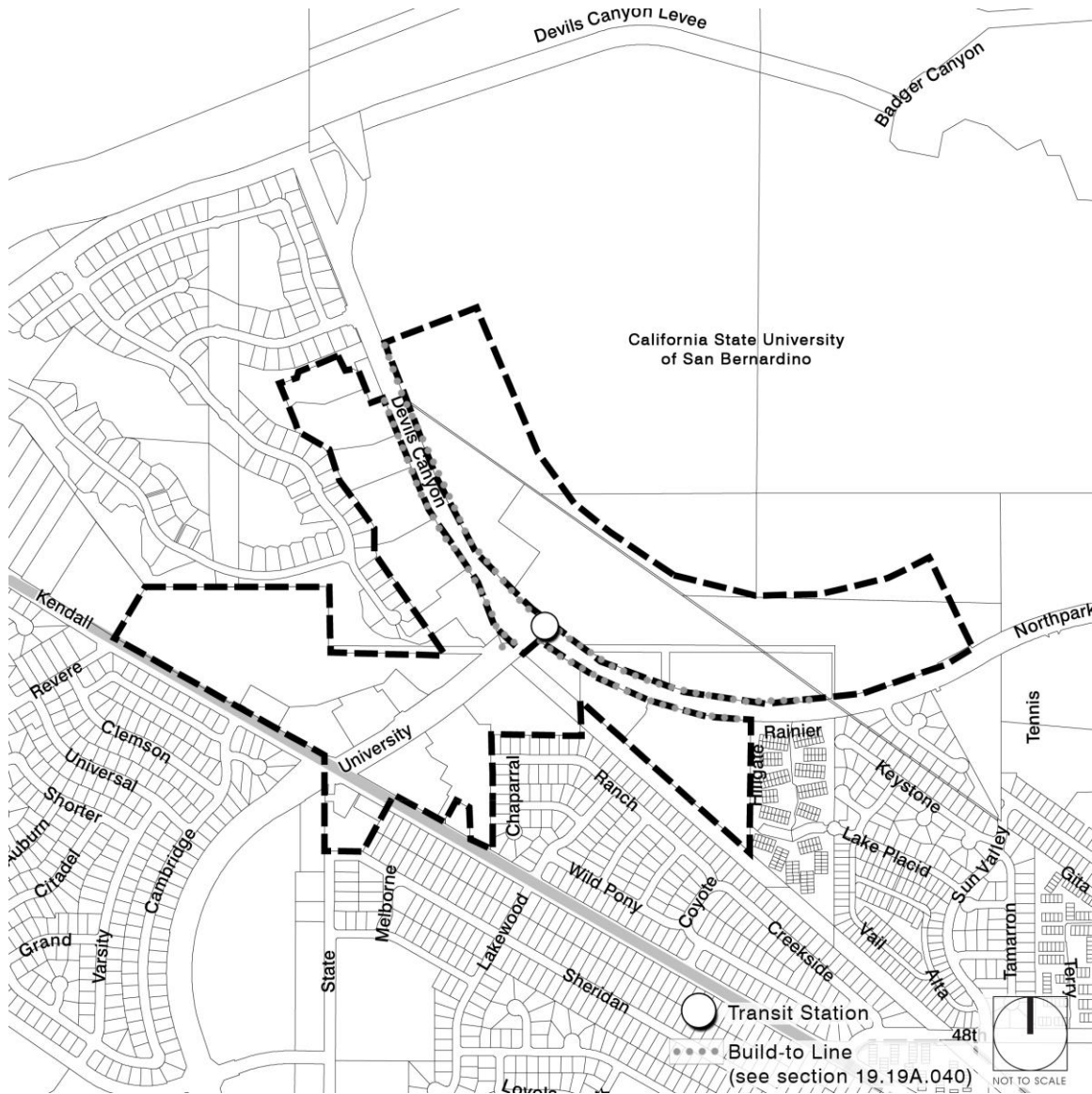


Figure 8. E Street and North Mall Way Transit Station Area

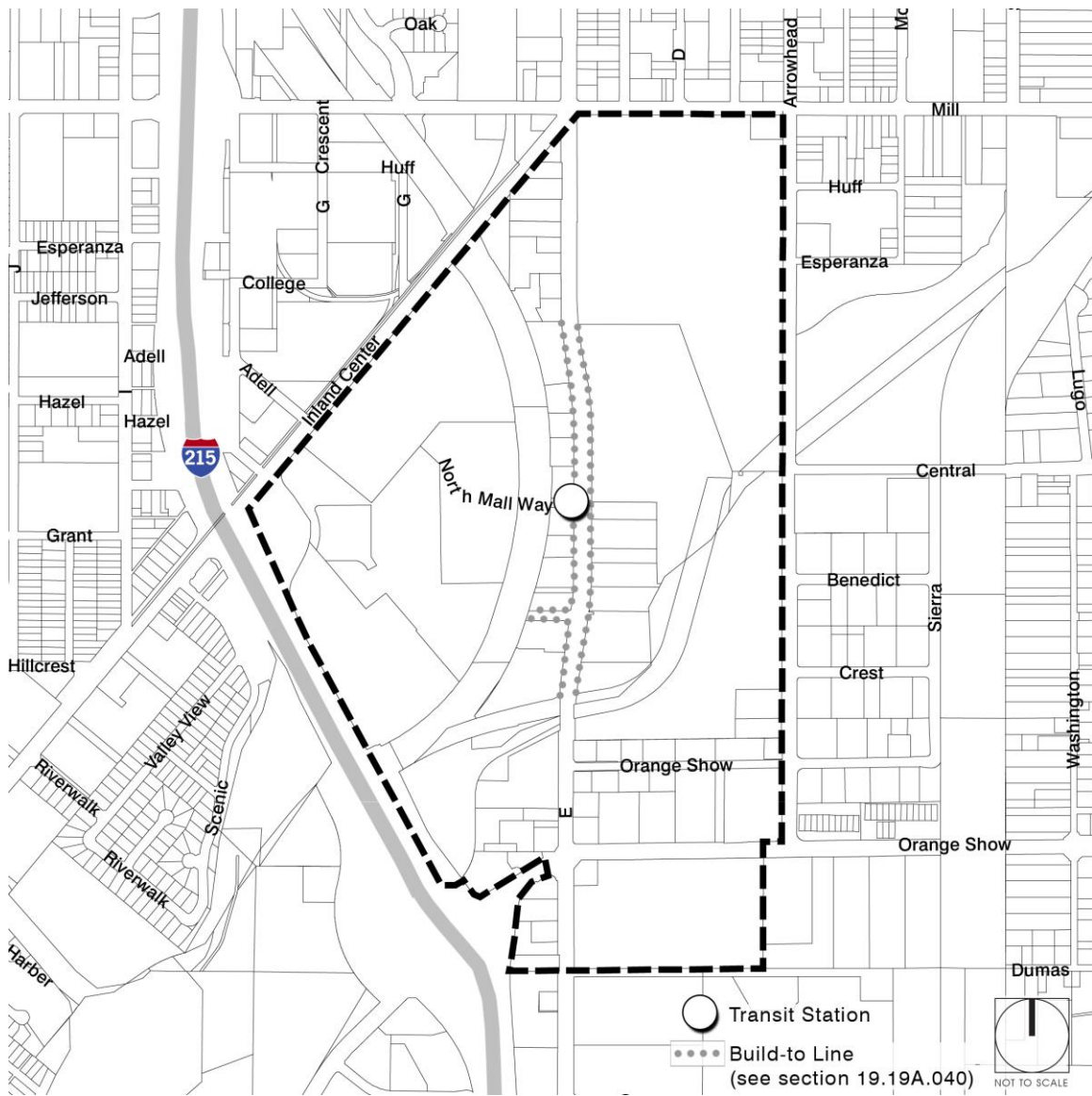


Figure 9. E Street and Court Street Transit Station Area



Figure 10. E Street and Rialto Avenue Transit Station Area

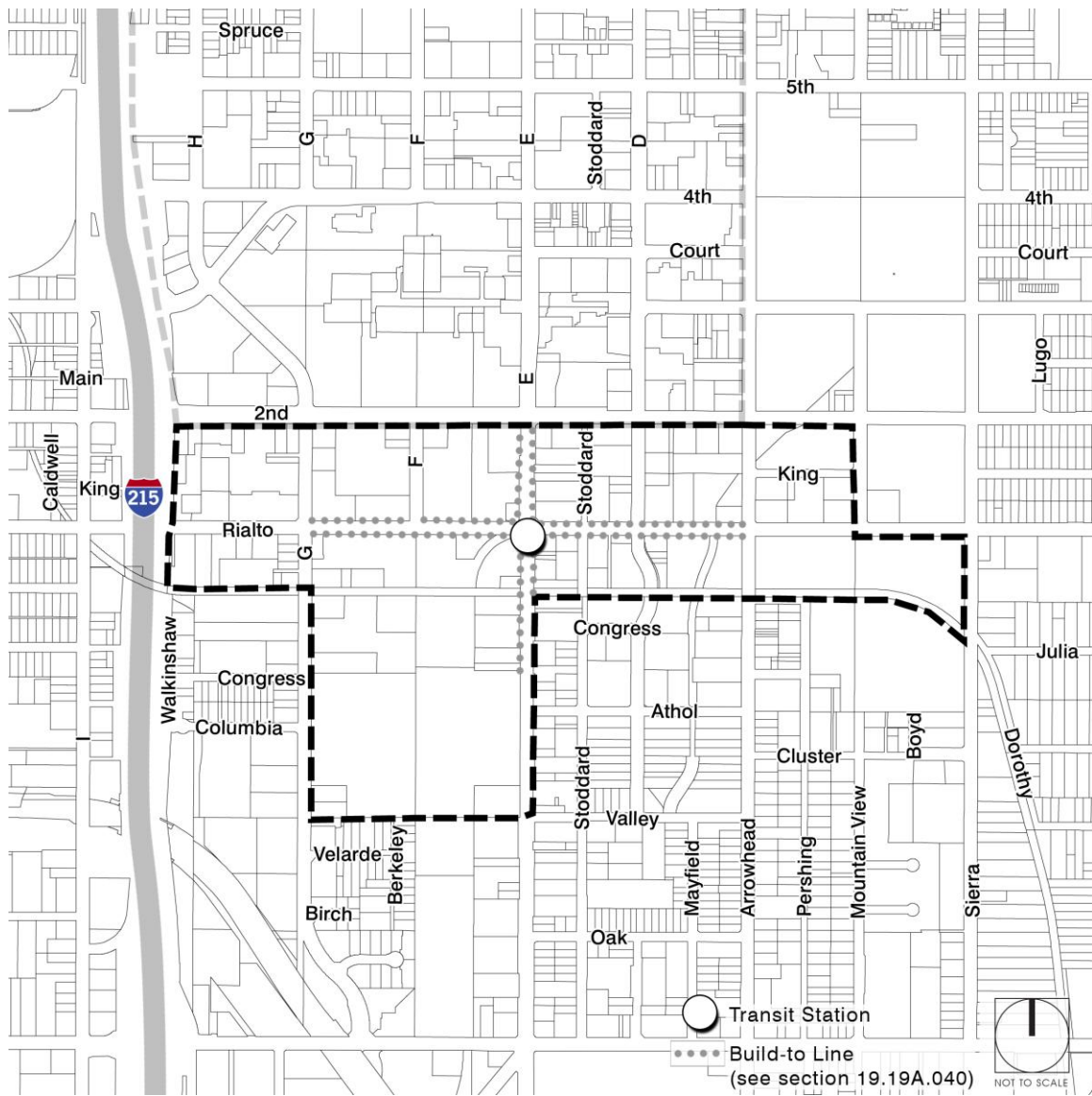


Figure 11. Hospitality Lane and Hunts Lane Transit Station Area



Figure 12. Hospitality Lane and Carnegie Drive Transit Station Area

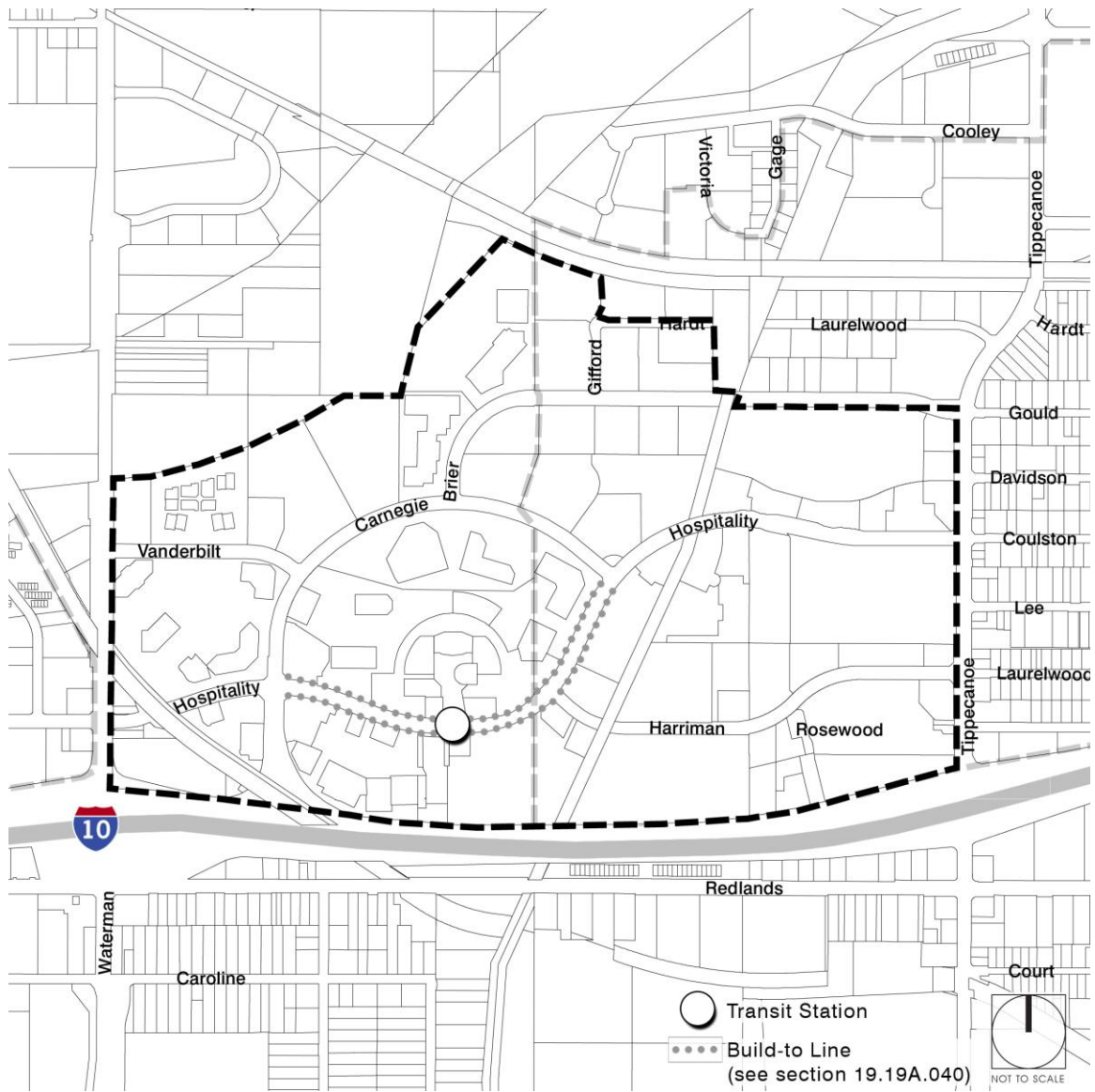
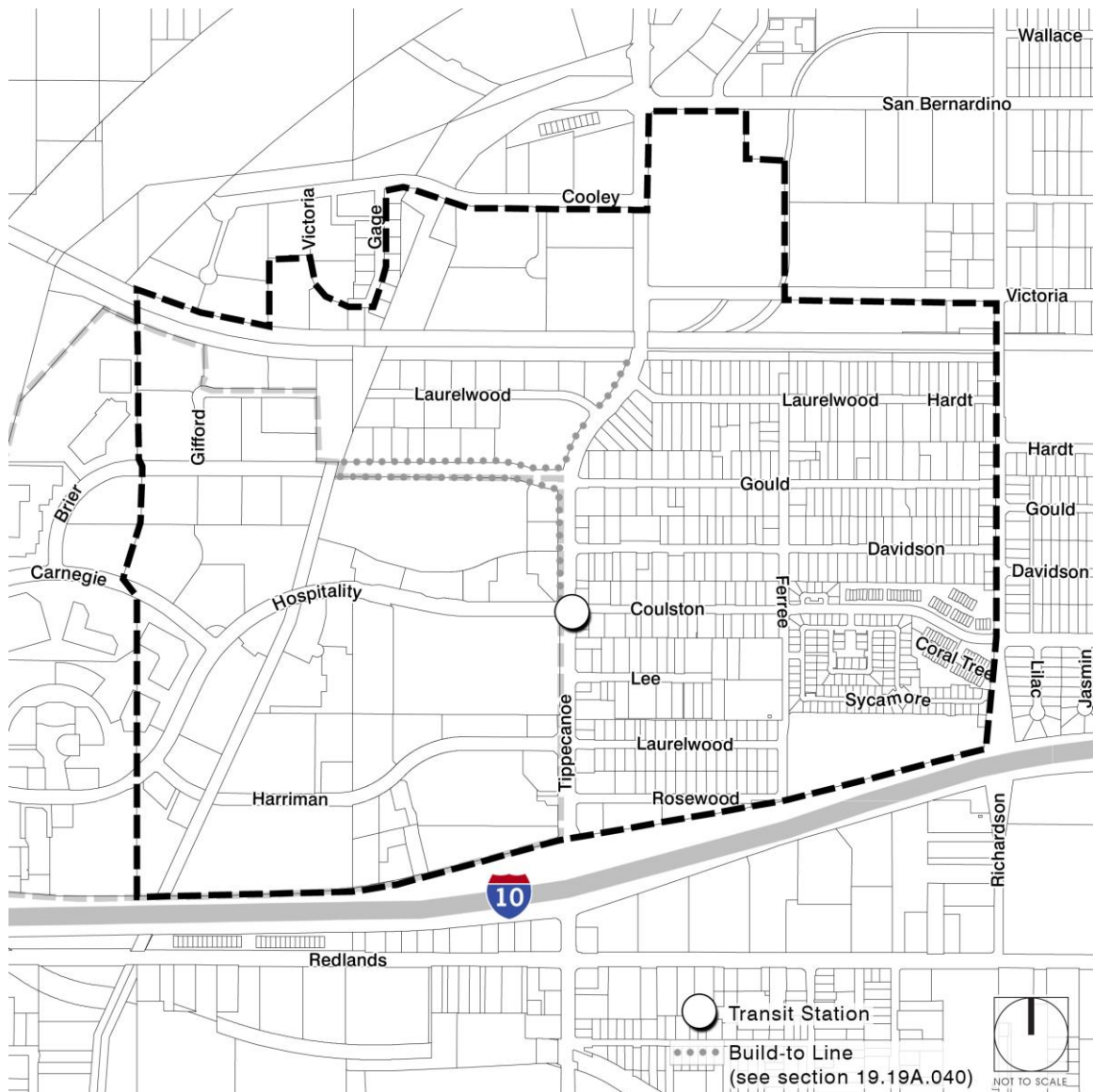


Figure 13. Hospitality Lane and Tippecanoe Avenue Transit Station Area



19.19A.030 Transit Station Area Types

This chapter establishes five transit station area types, each with its own unique character and neighborhood scale. The transit station area types are based on the design and function of the stations and the predominant development patterns surrounding the station. The station area types are a framework for tailoring the development regulations for each of the station areas. The station area types also provide a guide for applying the TD to additional areas within the city.

- A. **Kendall Drive Neighborhood Stations.** This type of station area provides transit access to serve neighborhoods and businesses in the Kendall Drive area, within an approximately 10-minute walk or up to a half-mile radius. The station area is typically a predominantly residential area with supporting neighborhood or community level retail and services. The transit stations are designed as pull-up stations along an arterial and may include transfers between bus rapid transit (BRT) and local bus service. The following transit station areas are identified as Neighborhood Walk-up Station areas:
 - 1) Kendall Drive and Palm Avenue
 - 2) Kendall Drive and Little Mountain Drive
 - 3) Kendall Drive and Shandin Hills Drive
- B. **E Street Neighborhood Stations.** This type of station area provides transit access to serve surrounding neighborhoods and businesses in the E Street area north of 8th Street, within an approximately 10-minute walk or up to a half-mile radius. The station area is typically a predominantly residential area with supporting neighborhood or community level retail and services. The transit stations are designed as pull-up stations along an arterial and may include transfers between BRT and local bus service. The following transit station areas are identified as Neighborhood Walk-up Station areas:
 - 1) E Street and Marshall Boulevard
 - 2) E Street and Highland Avenue
 - 3) E Street and Baseline Avenue
- C. **Village/Urban Center Station Areas.** This type of station area serves as a high-activity center and village center for nearby residential neighborhoods, up to a half mile radius. The area contains a variety of neighborhood and community level retail uses and services, along with the integration of higher intensity housing including student housing, and offices uses in a mixed-use configuration. The transit stations within this station area type are designed as either a pull-up station along an arterial, or as an in-line station. The following transit station areas are identified as Village/Urban Center Station areas:

- 1) University Avenue and North Parkway
 - 2) E Street and North Mall Way
- D. **Downtown Station Area.** This type of station area is intended for the highest intensity of development within in the city. The downtown station areas contain a planned mix of employment-intensive office, civic uses, regional-level retail and service uses, entertainment, hospitality, education, hospital or medical facilities, and high density residential uses in a compact urban form. Uses are to be served by an interconnected multi-modal transportation center and public spaces network that will accommodate the highest levels of pedestrian activity. The following transit station areas are identified as Downtown Station Areas:
- 1) E Street and Court Street
 - 2) E Street and Rialto Avenue
- E. **Employment Center Station Areas.** This type of station area serves as concentrated employment areas within the city. They contain a mix of office or high employment industrial uses, educational or technical training institutions, hospital or medical facilities, supporting retail, restaurant, entertainment, and other similar services. Higher density residential development, in mixed-use configurations, may also be located in Employment Center Station Areas. The transit stations within this station area type are designed as either a pull-up station along an arterial, or as an in-line station. The following transit station areas are identified as Employment Center Station:
- 1) Hospitality Lane and Hunts Lane
 - 2) Hospitality Lane and Carnegie Drive
 - 3) Hospitality Lane and Tippecanoe Avenue

19.19A.040 General Provisions

- A. **Precedence.** The requirements of this chapter take precedence over the citywide regulations found elsewhere in the City of San Bernardino Development Code. In the event of a conflict between this chapter and other portions of the Development Code, the provisions of this chapter shall govern.
- B. **Build-to Line.** This chapter establishes standards for a Build-to Line(s) that apply to the TDs. Build-to Line is a line(s) established at a certain distance from the corresponding lot line along which the building, or a portion thereof, must be built. The purpose of the build-to line is to ensure that redevelopment within the TD is well integrated with adjacent development and enhances the design character of existing streets, where appropriate. Build-to Lines also help to create consistent and strong pedestrian and public spaces that advance commercial development and activity. The location of applicable Build-to Lines is shown on Figures 1 through 13 of this chapter. Standards that apply to properties adjacent to a Build-to Line are located in Section 19.19A.050 below.
- C. **Modifications to Existing Development.** All legally established structures and uses within the TD which do not conform with the standards contained within this chapter shall be deemed legal nonconforming uses and/or structures. The repair, renovation, and minor expansion to these uses and structures shall be allowed as permitted by Chapter 19.62 (Nonconforming Structures and Uses).
- D. **Public Facilities.** Public facilities such as parks, public schools, and transit centers and stations, and other public facilities due to their unique use and special function may deviate from the provisions of this chapter upon approval of a Design Review Development Permit.

19.19A.050 Building Form and Placement Standards

- A. **Purpose and Intent.** This section establishes standards for building form and placement within the TD. Customized standards are provided for each station area type. The intent of these standards is to ensure excellence in community and building design in order to create a vibrant and well-defined public realm that is pedestrian-friendly and supports transit use.
- B. **Standards Established.** Building form and placement standards in the TD are the same as in the base zoning district, except as follows;
 - 1) Minimum and maximum requirements for Build-to Line setback, building height, and upper floor step-back shall follow the standards specified in Table 19A.01.

- 2) New development within TD station areas shall have no minimum lot size and no maximum lot coverage requirements.
- 3) New development along existing railroad right-of-way shall provide a minimum 10-foot setback for landscaping and/or a multiuse pathway to accommodate pedestrians and bicyclists.

C. Residential Density.

- 1) *Commercial Base Zones.* When the TD applies to property within a commercial base zone that already allows for residential uses, the maximum permitted density of the underlying zone shall apply.
- 2) *Residential Base Zones.* When the TD applies to property within a residential base zone, maximum permitted residential density shall be the same as the base zone.

D. Commercial Intensity. When the TD applies to property within a commercial base zone, the maximum permitted intensity of the underlying zone shall apply.

Table 19A.01 Building Form and Placement Standards				
TD Station Areas		Build-to Line Setback	Building Height[1]	Upper Floor Step-back [2]
Kendall Neighborhood Station Areas	Minimum	None [3]	None	None
	Maximum	25 ft. [4]	30 ft. / 2 stories	None
E Street Neighborhood Station Areas	Minimum	None [3]	None	8 ft.
	Maximum	15 ft [4]	42 ft. / 3 stories	None
Village/Urban Station Areas	Minimum	None	None	8 ft.
	Maximum	15 ft [4]	56 ft. / 4 stories	None
Downtown Station Areas	Minimum	None [3]	None	8 ft.
	Maximum	15 ft [4]	100 ft. / 7 stories[5]	None
Employment Center Station Areas	Minimum	None [3]	None	8 ft.
	Maximum	25 ft. [4]	75 ft. / 6 stories	None

Notes:

[1] Building height of new development adjacent to existing single-family residential zones may not exceed 30ft/2 stories applicable to all TD station areas.

[2] Upper floor step-back shall be measured from the building wall at the street level.

[3] Building must be set back to provide for a minimum 10-foot sidewalk including street trees. Build-to line setback along Tippecanoe Avenue shall provide for landscaping and a multiuse pathway to accommodate pedestrians and bicyclists.

[4] Setback areas from the build-to line not occupied by a structure or driveway shall be landscaped and/or contain semi-public amenities such courtyards or outdoor seating areas.

[5] Additional height bonus may be allowed per section 19.06.030(2)(E).

- E. **Building Presence along Build-to Lines.** The primary building(s) located on a parcel shall occupy the following minimum linear percentage of the parcel width fronting a build-to line:
- 1) Kendall Neighborhood Station Area: 50%
 - 2) E Street Neighborhood Station Area: 60%
 - 3) Village/Urban Center Station Area: 70%
 - 4) Downtown Station Area: 80%
 - 5) Employment Center Station Area: 50%
- F. **Ground Floor Transparency.** The ground floor building façade facing a street frontage line shall consist of the following minimum area percentage glass doors, windows, or other transparent materials.
- 1) Kendall Neighborhood Station Area: 50%
 - 2) E Street Neighborhood Station Area: 50%
 - 3) Village/Urban Center Station Area: 75%
 - 4) Downtown Station Area: 75%
 - 5) Employment Center Station Area: 50%
- G. **Entrance Orientation.**
- 1) Within the Kendall Neighborhood station area type, all ground-floor building facades fronting a primary street shall feature a main building entrance.
 - 2) Within the E Street Neighborhood, Village/Urban Center, Downtown, and Employment Center station area types, all ground-floor building facades fronting a primary street shall feature the building's main entrance.
- H. **Minimum First Floor Ceiling Height.** For buildings with ground floor commercial uses, the minimum required floor to ceiling height at the ground floor level for buildings facing public frontage lines shall be 15 feet.
- I. **Building and Site Design.** Refer to Sections 19.19A.140 to 19.19A.160 for design guidelines applicable to building form and placement within the Transit Overlay District.

19.19A.060 Permitted and Conditionally Permitted Uses

- A. **Purpose and Intent.** This section identifies permitted, conditionally permitted, and prohibited land uses within the TD. The intent of these regulations is to permit and encourage land uses that create a pedestrian-friendly environment that supports transit use and thriving commercial districts and residential neighborhoods.
- B. **Land Use Regulations – Commercial Base Zones.** When the TD applies to property within a commercial base zone, permitted and conditionally permitted shall be the same as the base commercial zone, except as specified below.
- 1) *Permitted Uses.* The following uses are permitted with the approval of a Development Permit:
- Convenience stores pursuant to Section 19.06.025.
 - Dry cleaners
 - Educational services
 - Medical/care facilities/social services (within CCS-1 only)
 - Mixed-use (with residential where allowed in commercial base zones)
 - Mobile vendors
 - Neighborhood grocery stores
 - Parking structures
- 2) *Prohibited Uses.* The following uses are prohibited:
- Auto parts sales
 - Auto repair
 - Car, RV, and truck sales
 - Car Washes
 - Service Stations
 - Service Commercial uses pursuant to Table 06.01 J., excluding veterinary services
 - Impound vehicle storage yard
 - Vehicle leasing/rental
 - RV parks
 - Blood banks
 - Drive-thru commercial uses
 - Restaurants with drive-thru
 - Nurseries

19.19A.070 Residential Transition Standards

- A. **Purpose.** This section establishes standards to ensure that new development in the TD is compatible with adjacent single-family residential uses.
- B. **Applicability.** The following standards apply to buildings located on a parcel that either:
 - 1) Shares a property line with an existing single-family residential zone; or
 - 2) Faces an existing single-family residential zone across a street.
- C. **Building Setbacks.**
 - 1) *Front Setbacks.* For a parcel located across a street from an existing single-family residential zone, the front setback shall be no less than the average front setback requirement of the facing homes block face but not more than 20 ft.
 - 2) *Interior Side Setbacks.* For a parcel sharing an interior side property line with an existing single-family residential zone, the interior side setback shall no less than the interior side setback requirement of the adjacent property but not more than 20 ft.
 - 3) *Rear Setbacks.* For a parcel sharing a rear property line with an existing single-family residential zone, the rear setback requirement shall be no less than 10 feet.
- D. **Upper Floor Step-backs.**
 - 1) *Front Building Walls.* For a parcel located across a street from an existing single-family residential zone, the height of the front building wall shall not exceed 2 stories and 30 feet.
 - 2) *Side and Rear Building Walls.* For a parcel sharing an interior side or rear property line with an existing single-family residential zone, the height of the side or rear building wall, as applicable, shall not exceed 2 stories and 30 feet.
 - 3) *Upper Floors.* When permitted by the applicable zone, any portion of a building taller than 2 stories or 30 feet shall step back a minimum of 8 feet from the first- and second-story building walls.

E. Commercial Service Location and Screening.

- 1) Outdoor storage, trash collection and loading areas associated with commercial uses shall be set back a minimum of 15 feet from any property line abutting a parcel occupied by a detached single-family home.
- 2) Outdoor storage, trash collection, and loading areas shall be located and screened from view such that they are not visible from any parcel occupied by a detached single-family home.

F. Parking and Driveways. See Section 19.20.100, Subsection G (Parking Buffers).

G. Noise Generating Activities. Outdoor dining, amplified music, and other noise-generating activities shall be set back a minimum of 150 feet from the property line of any parcel occupied by a detached single-family home.

19.19A.080 Parking

A. Purpose.

- 1) This section establishes parking standards that apply to new and expanded land uses in the TD. The intent of the standards is to ensure the success of the transit corridor by providing efficient parking in the corridor. This includes design standards for parking area design and parking supply standards.
- 2) The parking requirements reflect the immaturity of the transit system along the corridor. As the system matures, there will be increased potential to refine the parking requirements, applying techniques such as parking maximums (e.g., no minimum parking requirements). These requirements should be updated as the system matures to reflect the change in required parking along the corridor.

B. Required On-Site Parking. All land uses within the TD shall provide on-site parking as shown in Table 19A.3 (Required On-Site Parking) unless further reductions can be justified as part of project approval by utilizing shared parking, unbundled parking, in-lieu parking fees, or other parking reduction techniques, as described below:

- 1) Shared parking assessment shall be completed using the latest information from ULI's (Urban Land Institute's) Shared Parking.
- 2) Unbundled parking occurs when development does not include parking in the standard cost of the facilities (e.g., residents/employees must pay additional cost for the right to park on-site).

- 3) In-lieu parking fees are effective if a parking district or other management agency owns and maintains parking facilities. With in-lieu fees, a developer can pay the identified fee for the right to use that parking and reduce their own on-site parking facilities.

Table 19A.02 Required On-Site Parking	
Base Zoning District	Parking Requirement (per sq. ft. of leasable area, unless otherwise noted)
Commercial General (CG-1)	1 space per 300 sq. ft.
Commercial General – Baseline/Mt. Vernon (CG-2)	1 space per 500 sq. ft.
Commercial General – University Village (CG-3)	1 space per 250 sq. ft.
Commercial Office (CO)	1 space per 370 sq. ft.
Commercial Regional – Malls (CR-1)	1 space per 250 sq. ft.
Commercial Regional – Downtown (CR-2)	1 space per 500 sq. ft.
Commercial Regional – Tri-City/Club (CR-3)	1 space per 250 sq. ft.
Central City South (CCS-1)	1 space per 500 sq. ft.
Commercial Heavy (CH)	1 space per 300 sq. ft.
Industrial Heavy (IH)	1 space per 1,230 sq. ft. of gross floor area
Office Industrial Park (OIP)	1 space per 350 sq. ft.
Public/Commercial Recreation (PCR)	Special study required
Public Facilities (PF)	Special study required
Public Flood Control (PFC)	1 space per access point
Residential High (RH)	1 space per unit
Residential Low (RL)	1 space per unit
Residential Medium (RM)	1 space per unit
Residential Medium High (RMH)	1 space per unit
Residential Suburban (RS)	2 spaces per unit
Residential Urban (RU)	1 space per unit
Industrial Light (IL)	1 space per 625 sq. ft.

- C. **Residential Guest Parking.** Current visitor and guest parking standards of the underlying zone shall apply. On-street parking may be considered for visitors to residential uses along public and private streets adjacent to the residential use.
- D. **Handicapped Parking Requirements.** Handicapped parking space design shall be consistent with approved designs in the off-street parking standards Section 19.24.050
- E. **Bicycle Parking Requirements.** One bicycle parking space shall be provided for each ten automobile parking spaces provided. For office and multifamily uses, bicycle parking should be provided in sheltered and secure facilities.

- F. **Location of Surface Parking.** New surface parking lots shall not be located between the front wall of a building and a public street. Surface parking shall be located to the rear or side of buildings. If surface parking is not feasible, all other parking shall be located in structures, underground, and/or off-site.
- G. **Parking Structures.** All multistory parking structures shall be lined with commercial, retail, or residential uses on the ground floor along primary build-to lines, except for pedestrian and vehicular entries into the parking structure.
- H. **Surface Parking Lot Screening.**
- 1) Surface parking lots abutting a public sidewalk or street shall provide a landscaped buffer and/or decorative or “greenwall” screening along the perimeter of the parking lot abutting the sidewalk or street.
 - 2) Surface parking abutting a residential zone shall provide a six foot high decorative wall and a landscaped buffer at least 8 feet in width.
- I. **Alley Access.** For new structures adjacent to a rear alley, service access to the property shall be provided only through the rear alley.
- J. **Driveways.** All new driveways within a TD shall comply with the following standards.
- 1) Driveways shall comply with the dimension standards shown in Table 19A.03 (Driveway Dimension Standards).
 - 2) All new curb cuts providing access to a driveway from a public street shall be separated a minimum distance of 50 feet from another existing or new curb cut, unless the parcel size requires shorter spacing. In that case, a minimum spacing of 35 feet shall be provided.
 - 3) Parking spaces shall not be located along the sides of a driveway.

Table 19A.03 Driveway Dimension Standards		
Driveway Type	Driveway Width	
	Minimum	Maximum
1-way	8 ft.	12 ft.
2-way	20 ft.	25 ft.

19.19A.090 Subdivision Standards

- A. **Purpose.** This section establishes standards for the subdivision of parcels within the TD to ensure that large parcels are subdivided in a manner that supports a walkable, transit-oriented environment.
- B. **Applicability.** The following standards apply to subdivisions of parcels 10 acres or greater.
- C. **Block Lengths.**
 - 1) Except as permitted by Subsection 2 below, the maximum length of a block created by the establishment of one or more new streets shall not exceed 400 feet.
 - 2) The City may approve a block length in excess of 400 feet when necessary to achieve project compliance with connectivity standards in Subsection D below, or if there are physical limitations, such as the size of the project area, that do not allow for compliance with this standard.
 - 3) Block lengths shall be measured as the length of property abutting one side of a street between either the two nearest intersecting streets or the nearest such street and any other physical barrier to the continuity of development. Block lengths shall be measured from property lines that intersect at an angle of 45 degrees or more.
- D. **Connectivity Standards.**
 - 1) New streets established within the TD shall align and connect with any existing adjacent street.
 - 2) Block lengths shall increase connectivity to surrounding existing and planned pedestrian and bicycle facilities.
 - 3) New development of large sites (in excess of one acre) shall maintain and enhance connectivity with a hierarchy of public streets, private streets, walks and bike paths.
 - 4) Bicycle/pedestrian connections shall be provided at each cul-de-sac end, where feasible.

19.19A.100 Design Guidelines

The guidelines are intended to promote quality design, consistent with City General Plan goals and objectives, while providing a level of flexibility to encourage creative design. These design guidelines implement various policies in the Land Use, Housing, Economic Development, Community Design, Circulation, and Natural Resources and Conservation Elements pertaining to transit oriented development.

- A. **Purpose and Intent.** The following design guidelines are intended to direct the physical design of building sites, architecture, and landscape elements located within the City's Transit Overlay District (TD). This comprehensive approach represents a more understandable and predictable role in shaping each TD's physical future by emphasizing community form, architectural typologies, and landscape design that reinforce traditional and modern development patterns. In the Downtown, Village/Urban Center, and Employment Center station areas, contemporary architecture that has a strong pedestrian orientation, visual interest on the ground floor, quality long lasting materials, human scale, and articulated facades are also encouraged. The guidelines are intended to complement the mandatory TD development regulations contained in this chapter by providing design solutions and interpretations of the mandatory regulations.
- B. **Applicability.** The provisions of this section shall apply to all development within the TD districts. Any addition, remodeling, relocation, or construction requiring a building permit that is subject to review by the Development Review Committee shall adhere to these guidelines where applicable. Unless there is a compelling reason, these guidelines shall be followed. If a guideline is waived by the Development Review Committee, the Mayor and Common Council shall be notified. An appeal, which does not require a fee, may be filed by the Mayor and Common Council person within 15 days of the waiver approval.
- C. **Interpretation.** Compliance with a design guideline written as a "should" is discretionary. A design guideline written with an action verb (e.g., provide, use, locate, create, establish, employ) is highly recommended. Using these terms are important, but may be waived or modified based upon an alternative deemed acceptable through the design review process.
- D. **Architectural Typology.** The design guidelines for architectural typologies contained in this section (i.e., Courtyard Housing, Row houses, Live/Work Units, Stacked Flats, Mixed Use, and Office) are not all inclusive. Other architectural typologies may also be appropriate for other permitted uses as listed in the development code.

19.19A.110 District Image

The intent of this section is to establish a design framework for the development, enhancement, and preservation of San Bernardino Transit Overlay Districts, based upon traditional planning and urban design patterns, historical precedents, and sustainability principles that ultimately drive the physical form of each district.

The over arching community vision for Transit Overlay Districts originates from a desire to create compact pedestrian-oriented environments consistent with traditional transit oriented development principles which advocate:

1. *Compact Transit Districts.* Characterized by easy access to multi-modal transit systems, a wide variety of housing types and services, and job sites located very close at hand.
2. *Connectivity.* Characterized by a fine-grained and interconnected street network ensuring that all trips are as short as possible, disperse congestion, and are compatible with walking, biking, and transit.
3. *Walkability.* Characterized by commercial business, service establishments, employment, and transit facilities that are located within a five-minute walk.
4. *Placemaking.* Characterized by urban patterns, blocks, architecture, and landscaping that reinforces and complements the design heritage of the region.
5. *Employment Accessibility.* Characterized by good jobs located in higher-intensity “vertical campuses” located close to a variety of housing opportunities.
6. *Diversity of Housing Types.* Characterized by a fine grain of housing typologies, designed to complement a wide variety of income levels and associated lifestyles.



19.19A.120 *Transit Oriented Design*

A transit district is a defined, higher-intensity, multimodal quarter designed to accommodate a variety of coordinated movement systems, including commuter rail, light rail, streetcar, BRT, bus, shuttle, pedestrian, and automobiles.

Transit oriented development is intended to maximize access to mass transit amenities with centrally located transit stations commonly surrounded by relatively high-intensity commercial, office, and residential development. In general, successful transit oriented districts are well-used and well-loved people places, enriched by a dynamic mix of land uses, defined street-adjacent architecture, and comfortable urban spaces. Transit oriented districts are highly permeable, composed of an extensive network of transit modes that physically and visually link to the greater community, encouraging enhanced connectivity that ultimately embraces transit ridership.



The essence of a sustainable transit district is found in an integrated system of commercial, residential, employment, and recreation uses coupled with a diversity of alternative circulation/transportation features that knit the district together in an integrated and holistic fashion. The goal is a low-carbon district with a sense of place, concentration of activities coupled with urban spaces, and efficient architecture where daily life can unfold.

- Create a density gradient, locating the highest intensity/density land uses closest to transit stations, transitioning outward to lower intensity/density uses.
- Locate pedestrian and transit-friendly commercial activities at the ground level, office and residential above where supported by the market. Use ground-floor storefront windows to enliven the street by providing visual interest that encourages people to walk and take transit.
- Provide civic amenities and urban open space uses within transit districts designed to serve transit users and residents.



- Develop a hierarchy of street designs that vary in modal emphasis, providing a balanced transportation system that accommodates transit, automobiles, bicyclists, and pedestrians.
- Intensify building masses at corners to accommodate pedestrian generating uses that enhance ridership
- Locate primary building entrances facing the public street, with clear connections to the adjacent sidewalk, ensuring pleasant and simple access for pedestrians.
- Provide a pedestrian-scaled street network composed of a dense grid of streets with short, direct connections between land uses and transit amenities. Provide connections to local and regional multiuse paths and trails that encourage longer walking and bicycle trips improving accessibility for transit users.
- Configure parking to be unobtrusive by orienting parking away from the pedestrian realm, behind buildings, in structures, or underground. Utilize on-street parking, where feasible, to reduce off-street parking requirements, providing parking opportunities to adjacent retail and service uses.
- Combine traditional ground-floor storefront commercial facilities at corner transit stop locations, enhancing “trip chaining”—performing one or more errand on the same trip.
- Promote an interconnected street network and the use of short blocks (two to five net acres) to increase vehicular and pedestrian route choice, thus enhancing connectivity, reducing trip length and vehicular greenhouse gas (GHG) emissions.
- Promote tight urban blocks that are not dominated by large surface parking areas, reducing convection losses and heat gains as adjacent buildings protect one another from the wind and sun.
- Use street trees to modify the climate in a passive way (absorbing rather than reflecting heat energy, leaving opposed to the use of tacked-on architectural “green-bling.”
- Create high-performance, energy-efficient buildings and infrastructure.



19.19A.130 Site Planning and Architectural Design

- A. **Site Planning.** Site planning within the TD should promote traditional time honored building placements while accommodating pedestrian plazas, courtyards, and parking located internal to the site. The goal is to place buildings adjacent to the public streetscape in order to enhance the pedestrian experience by creating an enclosed and defined environment, while sensitively accommodating the automobile. This traditional setting fosters a people-oriented environment in which the needs of everyday life are easily accessible. These guidelines are also intended to accommodate a wide variety of building typologies, in an effort to create a dynamic environment that promotes connectivity, walkability, commerce, jobs/housing balance, and transit ridership.



- 1) **Residential Site Planning.** The residential site planning guidelines address a wide range of architectural typologies designed to create a fine-grained district image. The intent is to sensitively orchestrate the location, placement, and orientation of various multifamily attached dwelling types consistent with the nature of transit oriented development districts. What is envisioned is a small-scale “smattering” of traditional housing types—courtyard housing, row houses, stacked flats—seamlessly integrated into the fabric of the district. Ultimately, the goal is to disperse a wide variety of traditional multi-family attached dwelling types throughout the transit district, oriented toward the public realm, as opposed to internal oriented gated mega-complexes. By sensitively siting multifamily dwelling types, it is envisioned that higher-density dwellings will successfully blend into the TD, welcoming a variety of living arrangements and associated lifestyles.



2) **Commercial and Office Site Planning.**

The commercial and office site planning guidelines are intended to promote time-honored building placements to concentrate live-work, mixed-use, and office structures to frame and enclose the public streetscape. Buildings are to be placed near to the public streetscape in order to create an enclosed and defined environment that promotes commerce, social interaction, and transit ridership. The purpose is to create a fine-grained environment whereby modest live-work housing coexists with higher-intensity mixed use and office nodes and adjacent residential neighborhoods. This traditional setting fosters a people-oriented environment in which the needs of everyday life are easily accessible—an atmosphere that places automobiles behind buildings, concentrates activities, defines urban space, and promotes building placements that celebrate people.



B. **Architectural Design and Image.**

The San Bernardino Transit Overlay District architectural image is born out of a desire to create enduring and human-scaled expressions rooted in the traditional architectural heritage of the region. This traditional architectural image typically fosters a people-oriented environment characterized by a variety of building designs that frame and define the public streetscape.



All elements of architecture were traditionally constructed of highly durable materials, defined by a discernible base, middle, and top that add architectural rhythm to the streetscape. Composed of both modern interpretations and traditional architectural precedents, architecture should be defined by cultural influences, graced by indigenous materials, and constructed with the time-honored design principles of mass, scale, and rhythm. The following most common architectural typologies are defined for the TD: courtyard housing, row houses, stacked flats, live-work units, mixed-use, and office buildings. The guidelines do not preclude variations in these types of development or other residential and non-residential products to be built. Ultimately, the purpose is to avoid superficial “franchise style” architecture in favor of a more traditional architectural image that embraces enjoyable life on the street.

- 1) **Courtyard Housing.** Courtyard housing is defined by multi-story building masses containing individual dwelling units that commonly enclose a centralized outdoor private courtyard space oftentimes containing formal gardens and decorative pavers.



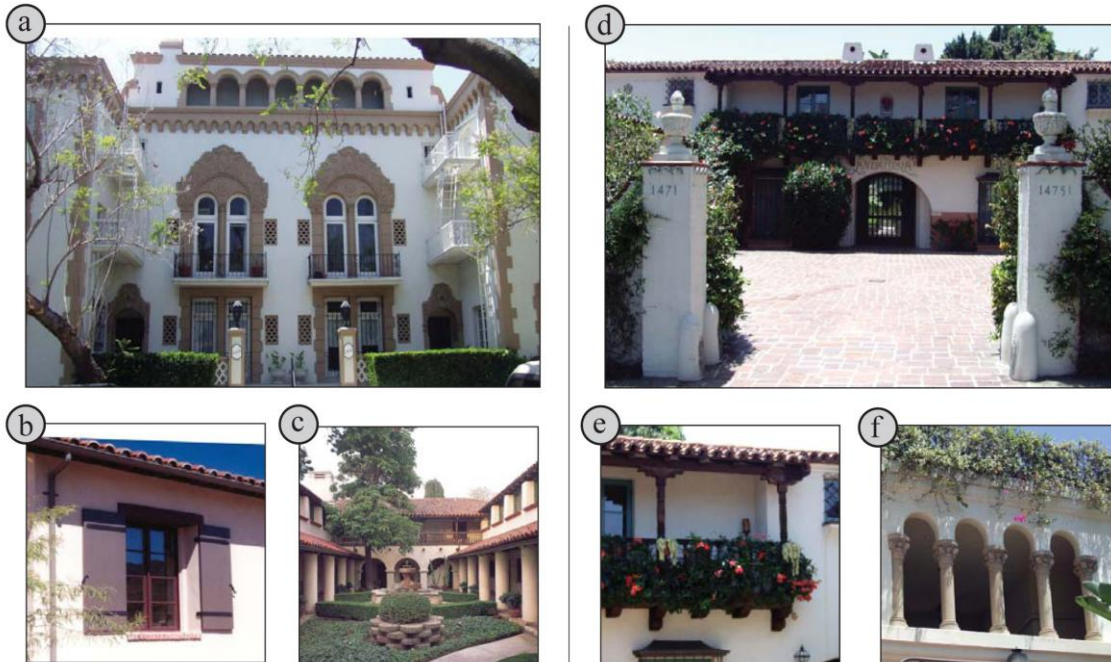
Courtyard housing consists of:

- Two to four story building masses that frame and define the public streetscape.
- Building masses enclose internally oriented courtyard space.
- Building frontages orient toward the public streetscape and internal courtyard.
- Modest building insets accommodate front yard gardens and forecourts.
- Individual unit frontages should be accessed directly from the street and internal courtyard.
- Rear-oriented enclosed garages are accessed from a rear alley.

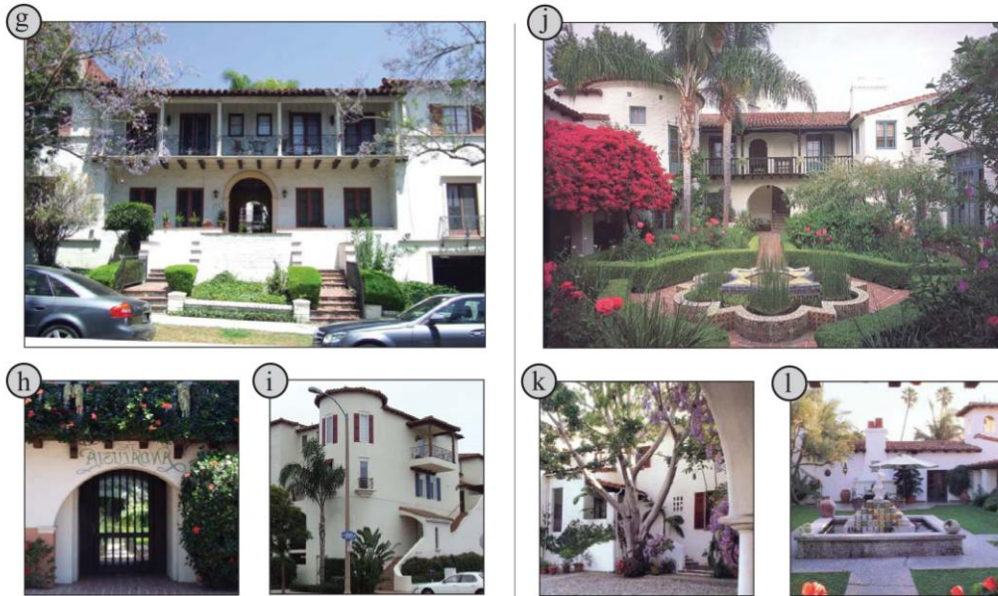
Traditionally within mild Mediterranean climates, such as Southern California, courtyard housing was employed to capitalize on the positive indoor/outdoor relationship characterized by multi-story building masses that frame and enclose positive garden space. The attraction of courtyard housing is its ability to function as a collection of individual units with private entries, yet having access to common space amenities.



The design guidelines for courtyard housing include the following:



- a. Orchestrate multi-story courtyard housing building masses to frame and enclose semi-private open space in the form of internalized courtyards and patios (a, b, c, d, g, j, k, l).
- b. Provide individual unit entrances oriented toward semi-private interior courtyards (k, l) and semi-public street-oriented external forecourts (a, d).
- c. Craft traditional courtyard housing with a distinctive base (anchoring the dwelling to the ground plane); shaft (transitional element which provides window transparency), and capital (roof cap which terminates the top of the dwelling) (a, d, g, j).
- d. Avoid the use of continuous common exterior corridors. Instead, access upper-story dwelling units via attractive external staircases which are fully integrated into the fabric of the building (c, i).
- e. Provide simple changes in wall plane to reduce the apparent mass and scale of the dwelling, consistent with the architectural style of the home (a, g, i, j).
- f. Create building relief through the use of tower elements and building projections designed to enhance facade variety and visual interest (i).
- g. Define the public and private realms by providing a distinguishable and ornamented transitional portal (h).



- h. Support covered porches, upper-story loggias, and balconies with substantial columns, piers, and posts (b, d, e, f, g).
- i. Provide ample "punched" window and door recesses designed to express building mass. Minimum window and door recess should measure four inches deep (b).
- j. Provide traditional vertical orientated windows (a, b, g).
- k. Provide simple changes in wall plane to reduce the apparent mass and scale of the dwelling, consistent with the architectural style of the home (a, g, i, j).
- l. Provide protruding wing walls as a natural extension of the building, designed to enclose and define private outdoor patio spaces.
- m. Use arcades and colonnades as semi-private transitional elements designed to frame courtyard spaces (c).
- n. Provide upper-story projecting balconies supported by protruding dimensional timber corbels (d, e, g).
- o. Configure courtyards in a usable fashion, designed to accommodate outdoor entertaining, recreation, and leisure amenities (j, k, l).
- p. Orient on-site garages toward the rear of the site accessed from an alley. On-grade and tuck-under parking facilities should be provided, characterized by enclosed garages designed to accommodate residents.

- 2) **Row Houses.** A row house is a multi-story single-family dwelling that shares a common wall with adjacent units of the same type, occupying the full width of the frontage line, designed to frame and enclose the streetscape in a regimented fashion.



Row house design consists of:

- Two-to-three story building masses that frame and define the public streetscape.
- Front dooryards accommodate raised stoops or garden.
- Individual units are directly accessible by pedestrians from the public street.
- Outdoor terrace space sometimes occurs between the street-facing dwelling and rear garage.
- Rear-oriented enclosed garages are accessed from a rear alley.

This traditional tall and slender attached building typology exhibits all the trappings of the classic urban oriented dwelling form, commonly defined by multi-story building masses with raised stoops, projecting window bays, and defined entrance features that greet the public realm. Row houses typically form regimented street walls that promote streetscape continuity, framing and enclosing the public streetscape.



The design guidelines include the following



- a. Provide two-to-three story building masses designed to frame and define the public streetscape (a, d, g, j).
- b. Create consistent row house unit bay rhythms designed to form a consistent and disciplined street wall (a, d, g, j).
- c. Anchor row house corners with higher intensity tower features (a, b).
- d. Craft traditional row houses with a distinctive base (anchoring the dwelling to the ground plane), shaft (transitional element that provides window transparency), and capital (roof cap that terminates the top of the dwelling) (c, j).
- e. Shelter residents by providing ample entrance indentations (e, i). Row house building entrances should be designed with a minimum square footage of 20 square feet and minimum depth of 4 feet
- f. Define individual unit entrances oriented toward the public street (e, i).



- g. Enhance interior viewing opportunities with bay window projections to optimize viewing angle (a, b, c, g, h, j).
- h. Provide traditional windows that are vertical in orientation (a, b, c, f, g, h, j).
- i. Recess window and door openings into the row house facades to express the mass of the building (j).
- j. Elevate row house units to ensure resident privacy while enhancing surveillance of the public streetscape (a, g, i, j, k).
- k. Avoid locating entrances directly on-grade. Instead, entries should be elevated 24 inches, minimum (a, g, i, j, k).
- l. Integrate exterior staircases and stoops into the fabric of the building (i). Design exterior staircases and stoops, including balusters, handrails, and treads, using similar materials as the row house dwelling. Prefabricated metal staircases shall not be permitted.
- m. Provide private outdoor open space in the form of stoops (i), balconies (f, l), and dooryard gardens (k). Private open space should be a minimum of 200 square feet
- n. Orient on-site parking garages toward the rear of the site accessed from an alley.

- 3) **Stacked Flats.** A flat is a self-contained housing unit that occupies only part of a building. In a stacked-flat building, several units, above and beside each other share a common entry and are accessed through common, semiprivate spaces.

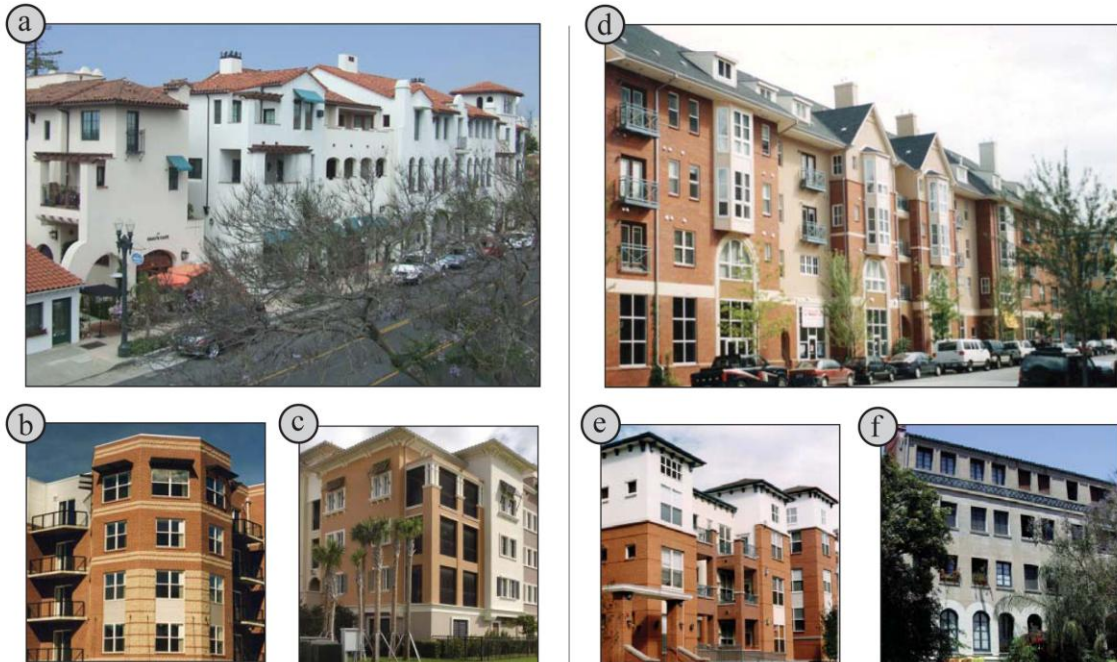
The design of stacked flats consists of:

- Three to four-story building masses that frame and define the public streetscape.
- Modest setback may accommodate front patio space.
- Buildings are accessed from a common street-adjacent entrance portal.
- Individual units are directly accessed from interior double-loaded hallways.
- Internally oriented underground or podium parking is accessed from limited street portals. Internally oriented courtyards are located above parking areas.

In addition to their classic scale and eye-catching proportions, the beauty of stacked-flat structures is their ability to frame and enclose broad boulevards and avenues, creating a pedestrian-friendly environment. It is this traditional relationship of the public street to the private building that is critically important in establishing a sheltering and safe pedestrian setting that enhances social interaction and commerce.



The design guidelines for stacked flats include the following:



- a. Create traditional, formal, proportional, and rhythmic multilevel building masses to unify the public blockscape (a, d, g, j).
- b. Provide traditional, formal building masses designed to frame and enclose the public streetscape (a, d, g, j).
- c. Celebrate the street corner by increasing or articulating building mass, using tower elements as "gatepost" architectural features (b).
- d. Distinguish buildings with a discernible base (c) and cap (a, d, e, f,) that to define the top and bottom of the structure. Use continuous building elements, such as roof eaves (a, d, e, g), cornice elements (f, h), window bands (b, d, f, g, h), and masonry foundation bases (c) to assure building unity and blockscape continuity.
- e. Rest the building on a wide discernible foundation base to anchor the building to the ground plane (c).
- f. Create visual rhythms with building masses that divide facades into individual repetitive components. Segment buildings into individual elements using the following techniques:
 - Vertical tower masses (b, e)
 - Horizontal repeating spandrels
 - Consistent repetitive roof forms (a, d, e)



- g. Distinguish individual floors using the following techniques:
- Projecting horizontal cornice elements (f)
 - Decorative masonry belt courses (f)
 - Change in material pattern between floors (f)
- h. Define individual units with subtle facade articulations. Use repetitive elements such as structural bays (j), recessed loggias (g, j, l), and projecting balconies (k) to distinguish individual units.
- i. Provide distinguishable recessed building entrances, oriented toward the public street, as common building access points to internal-oriented lobbies and vertical circulation elements (i).
- j. Generally center windows on the building mass, and align both horizontally and vertically (a, b, d, e, f, g, h).
- k. Express building mass by recessing window openings in building facades a minimum of 4 inches (a, b, d, f, g, h, g).
- l. Provide windows that are vertical in orientation (a, b, c, d, e, f, g, h, k).
- m. Integrate projecting balconies (k) and recessed loggias (g, l) seamlessly with the design of the building. Projecting balconies should be minimum 5 ft deep and recessed loggias should be a minimum of 60 square feet.

- 4) **Live-Work Units.** A live-work building is designed to accommodate both commercial and residential uses within a single unit, commonly with retail and office uses on the first floor and upper floors dedicated to residential use.



Live-work units consist of:

- Two to three-story building masses that frame and define the public streetscape.
- Building frontages orient toward the public streetscape.
- Sidewalk-adjacent building masses accommodate ground-floor businesses.
- Ground floor businesses are accessed directly from the public street. Private residences are accessed from internal lock-outs or separate street-oriented entrances.
- Rear-oriented enclosed garages are accessed from a rear alley.

Traditionally, live-work establishments were occupied by merchants or employees who lived directly above their place of business, enabling entrepreneurs to establish business in an economical fashion. With the economic realities of today, this lifestyle concept is again gaining acceptance as a small business approach designed to provide goods and services while promoting enhanced housing diversity.



The design guidelines include the following:



- a. Provide multistory live-work building masses designed to frame and define the public realm (a, d, g, j).
- b. Provide dual-unit entrance designed to accommodate both residents and merchants. Provide direct storefront workspace access oriented toward the public streetscape. Provide secondary upper-story access designed to accommodate residents (i).
- c. Design ground-floor live-work storefronts using traditional storefront heights to allow natural light to penetrate street-oriented display windows, illuminating storefront interiors (c, e, f).
- d. Express the underlying structure of the building. Use a sequence of storefront structural bays designed to convey how the building stands up (c, e, f).
- e. Provide a series of storefront structural bays, composed of repetitive vertical columns/piers and horizontal spandrels designed to create a consistent facade rhythm (c, e, f).

g



j



h



i



k



l



- f. Distinguish higher-intensity building corners with tower elements designed to resolve two converging street walls (h).
- g. Provide upper-story private resident outdoor open space in the form of decks (i) and balconies (k). Private open space should be a minimum of 100 square feet. Balconies should be a minimum 5 ft in depth.
- h. Recess doors and windows into masonry and exterior plaster walls to express building mass. Minimum door and window recess should measure four inches (k).
- i. Accommodate vehicles parking onsite by providing rear-oriented enclosed garages (l).
- j. Live/work configurations include:
 - Live above work
 - Live within work
 - Live behind work (attached)
 - Live behind work (detached)

- 5) **Mixed-Use.** Mixed use is defined by higher-intensity developments that include two or more physically integrated uses on one site or within one structure, including combinations of retail, office, institutional, residential, or other land uses.



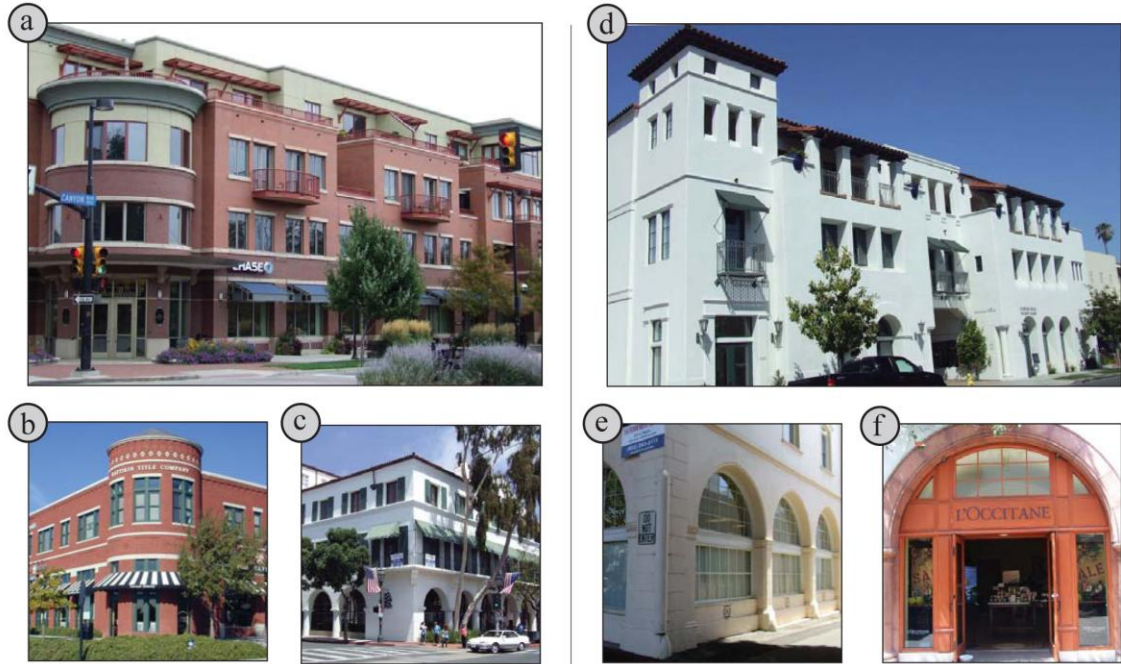
Mixed-use buildings consist of:

- Three to four-story building masses frame and define the public streetscape.
- Building frontages orient toward the public streetscape.
- Sidewalk-adjacent building masses accommodate ground-floor businesses.
- Ground-floor businesses are accessed directly from the public street. Offices and private residences are accessed from internal lobbies and hallways.
- Internally oriented underground, podium, or parking court are accessed from limited street portals.

Traditionally, mixed-use districts are designed as pedestrian-friendly environments characterized by a variety of building typologies designed to frame, enclose, and embrace the public realm. Because commercial, residential, and employment land uses are placed in such close proximity, the needs of everyday life are easily accessible, while enhancing alternative transportation modes such as walking and transit ridership.



Design guidelines for mixed-use buildings include the following:



- a. Create traditional street walls composed of a storefront base, upper-story facade, and roof cap designed to frame and enclose the streetscape, creating a pedestrian-friendly “Main Street” atmosphere (a, d, g, j).
- b. Differentiate individual building masses along the street wall with slight indentations to enhance blockscape variety and visual interest (a, d, g).
- c. Use similar structural bay and window rhythms to promote blockscape continuity (j).
- d. Express the underlying structure of the building. Use a sequence of structural bays designed to convey how the building stands up (a, d, g, j).
- e. Provide tower elements to accentuate and highlight building corners, emphasizing higher intensity land uses (a, d, b).
- f. Use tower elements at corners as a transitional element that resolves two converging street walls (a, b, d, j).
- g. Create visual rhythms with structural bays that divide buildings into individual repetitive components (e).



- h. Provide a series of structural bays, composed of repetitive vertical columns/piers and horizontal spandrels/arches designed to create a consistent facade rhythm (f, h).
- i. Create visually distinct and substantial three-dimensional columns (i) and piers (h).
- j. Promote human scale by creating a series of proportional structural bays that segment the building into individual components. Structural bay width typically ranges between 24–30 feet (h).
- k. Use traditional storefront heights to allow natural light to highlight display windows, illuminating storefront interiors (e, f, h, l).
- l. Design storefronts that are balanced, with symmetrical proportions defined by structural bays, and characterized by storefront display windows, transom windows, recessed doorways, bulkheads, sign bands, and awnings/canopies (e, f, h, l).
- m. Create substantial covered arcades capable of accommodating pedestrian movements while sheltering patrons from the elements (i).
- n. Provide substantial three-dimensional arches designed to express the mass of the building (e, f, i, l).
- o. Use columns to continue the plane of upper-story facades (i).

- p. Design awnings to complement the structural framework of the building. Awnings should express the shape and proportion of structural bays and window openings (l).
- q. Locate transom windows above storefront display windows to increase interior daylighting (e, f, k).

- 6) **Office.** An office building is a place available for the transaction of general business, administration, and research and development functions typically not involving labor, manufacturing, fabrication or retail sales.

Office buildings should generally be characterized by:

- Three to four-story building masses that frame and define the public streetscape.
- Building frontages are oriented toward the public streetscape, sometimes accommodating covered arcades and colonnades.
- Buildings are accessed from a street-adjacent common entrance portal.
- Individual office units are accessed from internal lobbies and hallways.
- Internally oriented courtyards are located above underground or podium parking.
- Internally oriented underground, podium, or parking courts are accessed from limited street portals.

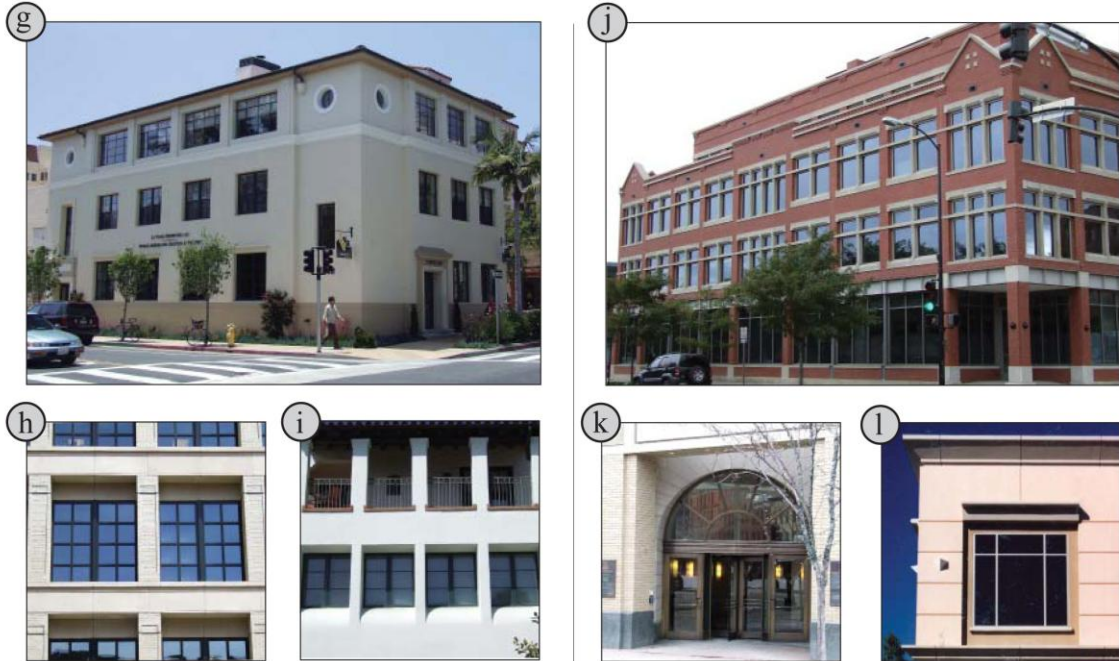
Within traditional urban settings, office buildings become an integral element within the district mosaic, integrating seamlessly with other uses to form a rich and diverse mixture. Traditionally, office buildings and primarily building entrances, are located contiguous to the street, designed to frame and enclose the public realm while accommodating parking within internal-oriented courtyards or parking structures.



Design guidelines for office buildings include the following:

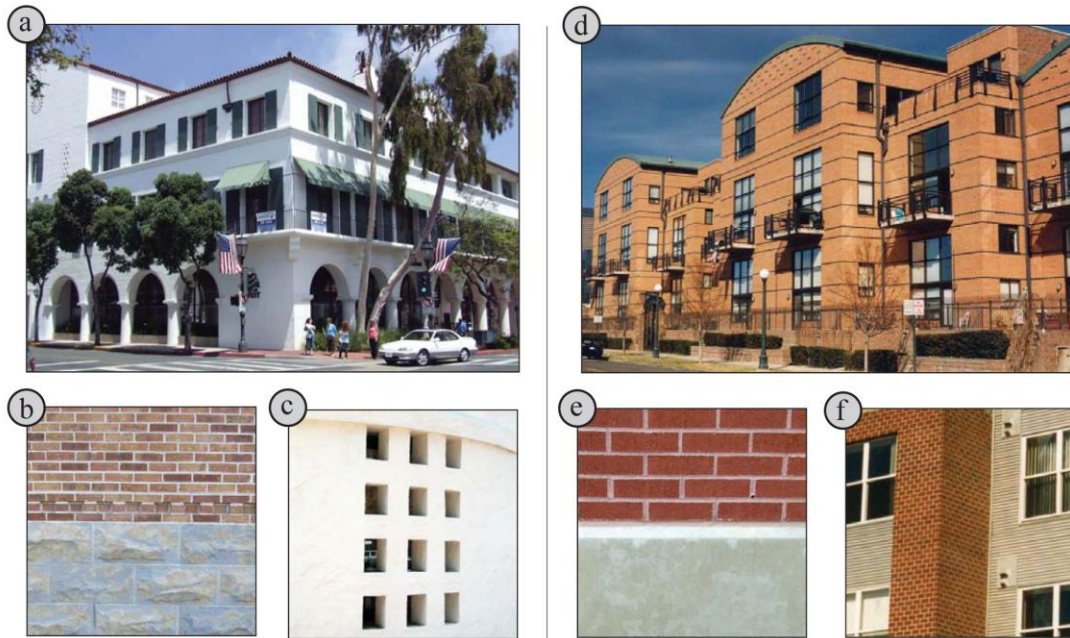


- a. Create building masses reflecting a distinguishable base, shaft, and capital (a, b, c, d, g, j).
- b. Rest the building on a distinguishable ground floor base or pedestal designed to anchor the building to the ground plane (g).
- c. Provide ground floor arcades and recessed entries that shelter pedestrians from the elements (f, k).
- d. Create a definable building shaft, designed as a transitional facade element which links the building base and capital (h, i).
- e. Crown the building with a discernible building capital, designed to terminate the top of the structure (a, d, g, j).
- f. Distinguish building corners by providing tower elements as landmark structures, designed to resolve two converging street walls (b).
- g. Create structural bays that visibly display the underlying structure of the building (e, f, h).
- h. Segment buildings into repetitive scale-giving elements composed of columns/piers and spandrels/arches (e, f, h, i).
- i. Create distinct and recognizable horizontal floor divisions. Use such techniques as horizontal window bands, continuous cornice elements, masonry belt courses, and repetitive window lintels designed to distinguish individual floors (a, c, d, e, g, h, i, j).

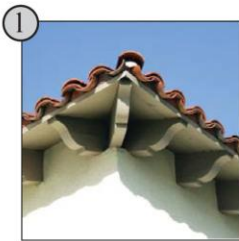
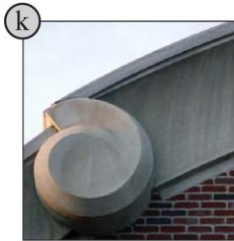
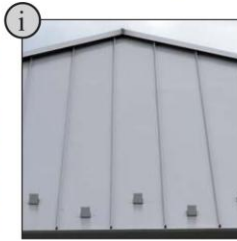
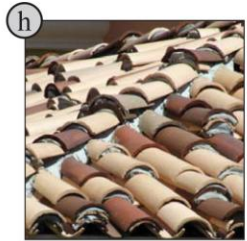


- j. Create visual rhythms with structural elements that divide facades into individual repetitive components. Building structures should be segmented into simple symmetrical components based upon the following facade rhythm standards:
 - Vertically repeating columns and piers (e, f, h, i).
 - Horizontal repeating spandrels (h, j)
 - Vertically-oriented windows repeated in horizontal bands recessed a minimum of four inches from the solid wall plane designed to express building mass (e, g, h, i, j).
- k. Segment horizontal window openings with mullions into a series of vertical oriented windows (e, h).
- l. Provide traditional windows divided by muntins into a series of individual window panes (h).
- m. Define window opening with lintels, masonry belt courses, sills, and awnings (l).
- n. Use traditional, small, and durable human-scaled masonry building materials (c, d, j).
- o. Provide a definable and prominent building entrance designed to signal egress (k).

- 7) **Building Materials.** Traditional indigenous building materials promote community identity by promoting an identifiable architectural vision, firmly rooted in the vernacular of the region. Traditionally, building materials such as brick and stone masonry are measured in human-scaled units. Because these materials are so commonplace, literally the building blocks of a civilized society, they are easily discernible and readily understood. Traditional building materials help us understand and scale larger buildings, ultimately connecting us to the built environment.



- a. Use durable and refined wall materials to project a traditional architectural image (a).
- b. Design buildings that use heavy, visually solid foundation materials (b, e) that transition upward to lighter wall cladding and roof materials.
- c. Use durable and substantial foundation materials such as rusticated stone (b), polished granite, and sandblasted concrete (c).
- d. Provide human-scaled wall materials that are familiar in their dimensions and can be repeated in understandable units (b, c).
- e. Provide wall materials such as brick and stone masonry that help people interpret the size of a building (b, e).
- f. Use traditional brick masonry dimensions (b, e).
- g. Use real, smooth, three-coat exterior plaster applications (a, c). Exterior plaster finishes should appear hand troweled, with slight surface variations (a, c).



- h. Provide exterior plaster finishes that are not overly exaggerated or irregular such as Spanish Lace.
- i. Use metal cladding (such as corrugated metal) with discretion, primarily for architectural accents and structural members (f, g, j).
- j. Use traditional gloss-glazed transparent tile with deep, rich colors for architectural accents.
- k. Avoid large featureless wall surfaces, such as metal screens, unrelieved stucco facades, and all-metal spandrel panels.
- l. Provide material changes at a change in wall plane on an inside corner (f).
- m. Use durable metal roof materials that enhance the longevity of buildings, including copper, Corten steel, standing seam (i), and “V” seam.
- n. Provide traditional straight-barrel mission tile roofs composed of clay or concrete if tile is to be used (h).
- o. Use rubber membrane materials for flat roofs only.
- p. Define flat roofs with a substantial parapet wall capped with ornamental coping designed to screen vents and mechanical equipment (k).
- q. Support roof eaves and rake overhangs with substantial dimensional timber beams, rafter tails, brackets, and corbels (l).
- r. Avoid nondurable roofing materials such as wood shingles (real or cementitious) and composition roofing.

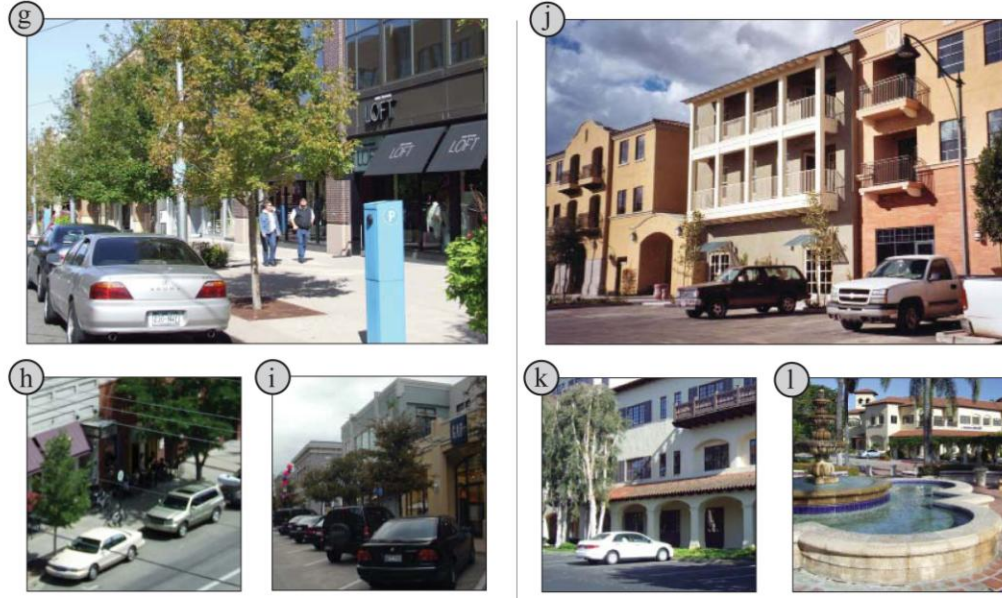
19.19A.140 Parking Design

On-street parking lanes, parking structures, and rear parking courtyards are dedicated to the temporary storage of vehicles. The intent is to reduce the physical and visual impact of vehicles, fostering a pedestrian atmosphere.

Traditionally, parking garages were beautifully ornamented structures seamlessly integrated into the fabric of the business district, having their own special typology designed to harmonize with their surroundings. Today, new innovative solutions have been developed to soften the impact of vehicular storage, including screening garages with commercial storefronts, underground parking, and internal parking courts.



- a. Locate parking structures internal to the site and screened from public view. Use street-oriented building masses and commercial storefronts to screen parking structures from the streetscape (a, b, c, d, e, f).
- b. Provide ample parking structure identification signage designed to distinguish and highlight public parking garages (b, c).
- c. Design the facade of parking structures to mimic a traditional building composed of window openings and accretions intended to project a consistent streetscape image (c, e).
- d. Use continuous horizontal elements, such as projecting cornice elements, window bands, and brick courses consistent with adjacent building facades (c).



- e. Align parking structure facade walls with adjacent buildings to create a continuous street wall (e).
- f. Promote on-street parking opportunities to slow traffic in district cores. Motorists must be alert and aware to navigate the traditional intimate streetscape (g, h, i).
- g. Provide on-street parallel parking lanes designed to promote a traditional “Main Street” image and physical buffer. Parallel parking lanes are symbolic of traditional downtowns and provide a physical and psychological buffer between the street and pedestrian sidewalk (g).
- h. Provide on-street parallel parking lanes to accommodate short term convenience parking (g, h, i).
- i. Provide diagonal parking stalls to encourage short-term convenience parking opportunities, enhancing commerce (i).
- j. Eliminate pedestrian/vehicular conflicts. Curb cuts should not occur along storefront street walls. Curb cuts should only occur on side-alley-loaded blocks, providing alley access to internally oriented parking courts and service areas.
- k. Locate long-term on-site parking behind buildings, screened from public view (j, k).
- l. Design onsite parking areas as dual-usage courtyards to accommodate vehicles as well as pedestrians. Provide amenities such as raised

fountain pedestals, tree bosques, and textured pavement treatments designed to accommodate pedestrians (l).

- m. Segment large parking areas into a series of small parking courts enclosed by buildings and framed by canopy trees designed to minimize the scale of the total parking area (j, k, l).
- n. Create internalized parking courts designed to accommodate long-term parking opportunities. Design parking courts as dual-usage plazas intended to accommodate both vehicular and pedestrian activities.
- o. Surface parking lots adjacent to public streets should incorporate a minimum 4 ft deep landscape buffer with trees and other plant material. Where a landscape buffer is not feasible, a screen wall with decorative detailing and/or landscaping should be provided. Screen walls should be visually permeable and provide openings for pedestrian access.

19.19A.150 Landscape Design

- A. **Landscape Image.** The San Bernardino Transit Overlay District landscape pattern is intended to project a formal impression designed to reinforce the transit village image, rooted in the landscape heritage of the region. This formal landscape pattern justifies itself through the use of consistent street tree plantings which form tree-lined rows that frame and define the streetscape while shading and sheltering pedestrians from the elements. Public urban open spaces, such as plazas and courtyards, formal tree plantings create a framework outlining these public oriented amenities. Within TDs, the landscape image is designed to reinforce a pedestrian dominated environment that celebrates human culture rather than the automobile to create a sense of place while reinforcing the higher intensity nature of these transit nodes as commercial, residential and employment hubs of the community.
- B. **Landscape.** Landscape design is intended to improve or ornament the physical environment through the use of such elements as plant materials, water features, and land forms, designed to modify the physical setting for aesthetic purposes.
- C. Street trees are an important asset to the streetscape, due to their functional ability to modify the micro climate by providing summer shade, winter transparency (solar gain), while purifying the air. From a design standpoint, trees can positively frame and enclose the streetscape, creating an enhanced pedestrian environment that defines the public realm; while formal orchard-style tree grids soften parking fields.



- a. Provide a consistent streetscape image through the use of formal canopy-style street tree plantings that provide summer shade and winter transparency (a, d).
- b. Plant formal rows of street trees designed to frame and enclose the streetscape (a, d).
- c. Provide raised planters adjacent to light rail transit lines designed as a physical shield to guard pedestrians (b).
- d. Use raised planters contiguous to higher capacity arterials, buffering pedestrians from vehicles (c).
- e. Provide individual groupings of plant containers (b) or raised planters along sidewalks with colorful flowering annuals and perennials (e, f).
- f. Use tree grates and guards to protect street tree root systems, reducing soil compaction.
- g. Design landscape buffers adjacent to rear building elevations to soften building architecture while providing a landscaped transition between the rear parking area and building.
- h. Use trees in grids designed to mimic orchard-style plants designed to provide a shady grove designed to shelter vehicles and motorists from elements (g, h).



- i. Use tall columnar trees to frame and enclose parking fields creating a solid backdrop that protects interior canopy-style orchard trees.
- j. Use tall columnar trees to segment large parking fields into a series of “outdoor rooms” breaking-up large expanses of pavement.
- k. Use medians and islands to segment large parking fields creating variety and visual interest while mimicking traditional orchard grids (h).
- l. Provide landscape amenities including raised fountain pedestals, tree bosques, and enhanced paving designed to screen vehicles from public view (f, g).
- m. Provide decorative and ornamental low parking field walls to screen vehicles from public view (k, l).
- n. Build seating into low screen walls designed to accommodate waiting transit riders (k).
- o. Use native and drought tolerant plant materials to promote an indigenous landscape image.
- p. Segment landscape areas into individual hydro zones designed to conserve water by grouping similar plant materials with like water requirements.